

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-10 (Canceled).

Claims 11. (New) A method for operating an internal combustion engine having a cylinder, a cylinder head in which at least one inlet valve and one outlet valve are arranged, a piston and a combustion chamber which is bounded between the cylinder head and the piston, comprising

retaining exhaust gas in the combustion chamber and compressing the exhaust gas during a charge change,

injecting a first fuel quantity into the retained exhaust gas by direct fuel injection, and

subsequently feeding a second fuel quantity to the combustion chamber to form a homogeneous fuel/ air mixture in the combustion chamber, wherein an auto-ignition time of the fuel/air mixture which is formed from the first and second fuel quantities is set as a function of a quantity ratio of the first fuel quantity to the second fuel quantity.

Claims 12. (New) The method as claimed in claim 11, wherein the quantity ratio of the first fuel quantity to the second fuel quantity is set to between 1:100 and 2:1.

Claims 13. (New) The method as claimed in claim 12, wherein the quantity ratio is set one of between 1:20 and 2:1 and 1:15 and 1:3.

Claims 14. (New) The method as claimed in claim 11, wherein a center of gravity of the combustion is set by injecting a third fuel quantity which is carried out after the second fuel quantity ends and before a top dead center of the ignition.

Claims 15. (New) The method as claimed in claim 14, wherein the quantity ratio of the first fuel quantity to the second fuel quantity is set to between 1:100 and 2:1.

Claims 16. (New) The method as claimed in claim 14, wherein a period of combustion is set as a function of at least one of the third fuel quantity and injection time thereof.

Claims 17. (New) The method as claimed in claim 11, wherein the first fuel quantity is between 0% and 30% of the total fuel quantity.

Claims 18. (New) The method as claimed in claim 11, wherein the second fuel quantity is between 40% and 100% of the total fuel quantity.

Claims 19. (New) The method as claimed in claim 18, wherein the first fuel quantity is between 0% and 30% of the total fuel quantity.

Claims 20. (New) The method as claimed in claim 14, wherein the third fuel quantity is between 0% and 30% of the total fuel quantity.

Claims 21. (New) The method as claimed in claim 11, wherein the first fuel quantity is injected into the exhaust gas which is retained in the combustion

chamber during the expulsion stroke of the internal combustion engine after an outlet valve closes and 270° Ca before a top dead center of the ignition.

Claims 22. (New) The method as claimed in claim 11, wherein the first fuel quantity is input into the combustion chamber in a range between the closing of the outlet valve and a charge change dead point.

Claims 23. (New) The method as claimed in claim 11, wherein the second fuel quantity is injected into the combustion chamber in a range between 300° Ca and 120° Ca before the top dead center of the ignition.

Claims 24. (New) The method as claimed in claim 23, wherein the first fuel quantity is input into the combustion chamber in a range between the closing of the outlet valve and a charge change dead point.